

To-day's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st March, 1900. [239]

NOTICE.

I HAVE This Day authorized Mr. HERBERT ALEXANDER LAMBERT to sign my FIRM per Procuration.

GEO. F. LAMBERT,
Hongkong, 1st March, 1900. [267b]

NOTICE.

I HAVE This Day RESUMED CHARGE of the Company's Business at this Port.

A. S. MIHARA,
Manager.
Hongkong, 1st March, 1900. [267b]

NOTICE OF REMOVAL.

WE have This Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to 1 and 2, Des Voeux Road, New Praya Central, opposite the Praya entrance of Lee Yuen Street East.

MOUTSEY & BRUTTON,
Solicitors.
Hongkong, 1st March, 1900. [267b]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 1st March, 1900. [267b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"HAILONG."
Captain Bathurst will be despatched for the above Ports, on SATURDAY, the 3rd instant, at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 1st March, 1900. [267b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"HAITAN."
Captain Roach will be despatched for the above Ports, on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 1st March, 1900. [272b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENTSIN.
THE Company's Steamship.

"NANCHANG."
Captain Finlayson will be despatched as above on WEDNESDAY, the 7th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [222b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"SARPEDON."
Captain Grier will be despatched on THURSDAY, the 8th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHANGSHA."
Captain Moore will be despatched on SATURDAY, the 10th instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

M/R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [141b]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DOMIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 1st March, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE" FROM PORTLAND, OR YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st March, 1900. [4]

To-day's Advertisements.

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

THE SHAREHOLDERS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 p.m.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2. To consider and if thought fit pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the sum are hereby approved and that such Regulations be and the sum are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority a will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,
C. MOONEY,
Secretary.
27th [b]

WAR DEPARTMENT AND ADMIRALTY.

CONTRACT FOR WORKS AND REPAIRS TO BUILDINGS.

TENDERS are required for the remainder of the Triennial Contract from 1st April, 1900, to 31st March, 1901, in the following Divisions of the Hongkong District.

"A." Contract—Nos. 1 and 2 Divisions, comprising West Married Soldiers' Quarters and Provost Prisons.

Naval Yard.

Headquarters Offices and A.S.C. Stores.

Murray Barracks.

Queen's Road Barracks ("A" to "E" and "G" Blocks).

Victoria Barracks.

Kennedy Road Property.

Royal Artillery and Royal Engineer Officers' Messes.

War Department and Admiralty property at Peak.

Bullders, Fly Point, and Victoria Batteries.

Stonecutters Island.

H.M.S. *Melanie*.

Kowloon.

FOrms of TENDER, Conditions of Contract and all necessary information, may be obtained on Application at the ROYAL ENGINEER OFFICES, by letter, addressed to the COMMANDING ROYAL ENGINEER, or in person, between the hours of 10 A.M. and 1 P.M.

TENDERS are to be forwarded to the D.A.A.G. (D.) HEADQUARTERS OFFICES, Hongkong, not later than NOON, on WEDNESDAY the 14th March, 1900.

L. F. BROWN, Colonel,
C. R. E. in China.

R. E. Office,
Hongkong, 1st March, 1900. [273b]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule..... \$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule..... 16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

BIRTH.

On the 28th February, at Luginsland, the wife of E. GORTZ, of a daughter, (stillborn). [265b]

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 1, 1900.

NOTES AND COMMENTS.

THE NORTH BORNED TRADER.

We are pleased to see that MESSRS. JARDINE, MATHESON & Co. have not altogether abandoned the North Borneo Shipping trade as is evidenced by the fact that their steamer the *Mansang* is advertised to sail for Sancha on the seventh instant.

Failing the *Mansang* or some other British steamer on the run from Hongkong to North Borneo ports we have the anomaly of a British settlement dependent upon German shipping for its trade with a British Colony and we believe that the trade between North Borneo and Singapore is now almost if not entirely in German hands, thus making the State of North Borneo absolutely dependent upon German shipping for all communication with the outside world. This state of affairs is rendered all the more surprising when one takes into consideration the preponderance of British shipping the world over and it is going to see us thus ousted from the carrying trade and from our own possessions. It is apt too, to lead to complications in the event of hostilities ever arising with one or the other of the European Powers as it would give Germany an excuse to lay claim to North Borneo on the ground of holding the whole of the trade, and in these days of keen competition between the Powers in the matter of colonial expansion such possible issues should not be lost sight of. It cannot be that the trade is unprofitable, for it is ridiculous to suppose that the *Blue Funnel Line* would have carried it off at a loss for years, as they did before their boats were taken over by the Germans. The lack of British ships to engage in the trade can only be ascribed to lack of energy on the part of British shipowners and we are very sorry to see it.

By Order of the Board,
C. MOONEY,
Secretary.
27th [b]

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Bullders, Fly Point, and Victoria Batteries.

Stonecutters Island.

H.M.S. *Melanie*.

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The Reported Murder at Amoy.

TOKYO, February 19th.

A telegram to the Government from Amoy, dated the 17th inst., says—Two Japanese were injured by Chinese in a quarrel in a brothel last night. Nothing serious occurred, and everything is quiet.

Smoking-Prohibition Bill.

TOKYO, February 19th.

The House of Peers passed the Smoking Prohibition Bill (which makes it an offence for any one under 20 years of age to smoke cigars, cigarettes or pipes) though all its stages at one sitting.

WEATHER REPORT.

The Observatory report says:—

On the 1st at 11.55 a.m. the barometer is rising over China, falling in W. Japan. A depression, which left the E. coast of China during the night, is now approaching W. Japan. Freshening monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Fresh N.E. winds; some drizzling rain.

LOCAL AND GENERAL.

THE number of cases of bubonic plague at Bombay from January 16th to 29th inst., were 1,329; deaths 807.

LI PING-TUNG, the notorious ex-governor of Shantung, and the new broom of the Empress Dowager, is expected to leave Tientsin for the South, via Shanghai very soon, says the *North China Daily News*.

MR. Mortimer Menpes, the artist, who some years ago visited Japan is leaving England immediately for South Africa, where he intends painting a series of pictures of incidents connected with the war.

THE order of the Rising Sun 5th class, has been conferred on Mr. Brindley, by the Emperor of Japan, in recognition of the service rendered by him in the capacity of Engineering Instructor at Akabana, Japan.

TO-DAY being St. David's day the men of the Royal Welch Fusiliers sported the national emblem, the leek, in their headgear. "Spring-ions" as we heard a lady irreverently dub them, were to be seen on every side; even the regimental dogs sporting one apiece.

THE Mayor of Worcester told Sir Lo Peng Jui, on his recent tour through England, that if ever the Emperor of China favoured them with a visit, he would receive a very hearty welcome, from the town of Worcester. The remark was received merely with common place cheers.

EIGHTEEN hundred umbrella-makers quitted work in Tokio a few days ago, and stubbornly refused to resume labour until their demand for an increase of wages was complied with. The price of umbrellas has of late risen steadily, owing to the growing demand for these articles in foreign parts. For this reason, the workmen claim, they should have a proportionate increase in their wages.

THE removal of a few shovelfuls of earth on the second day of the new year, letting the waters of the Chicago River into the great drainage canal begun over seven years ago, marked the practical completion of what *The Outlook* says is "the largest purely artificial canal in the world." Intended at first merely as a channel to carry off impurities, the idea and the work have grown until it is now predicted that it will some day be a great commercial waterway, connecting the busy ports of the lakes and the Mississippi, and making Chicago the country's commercial centre. Although it has cost one third as much as the Suez canal, it has been built by the municipal corporation.

THE end of the Duke of Teck was very sudden; before the news got abroad that he was seriously ill he sank and passed away. The fact was that he never recovered from the shock of the Duchess's death, and in an enfeebled state of health he fell an easy victim to paralysis. A devoted husband and father, he was distinguished rather by his love of home life, and his amiability, than for public services, although he did his duty to his adopted country by serving on the Staff in the Egyptian war of 1882, and he took his full share of the public social duties that press upon those who are in near relation to the Throne. As the father of the future Queen of these realms his name will always be honourably distinguished and affectionately remembered by the British people.—*P. M. Gazette*.

REPLYING recently to inquiries from the Industrial Commission, Mr. John Rockefeller said that "it is too late to argue about advantages of industrial combinations. They are a necessity, and if Americans are to have the privilege of extending their business in all the States of the Union and into foreign countries as well, they are a necessity on a large scale and require the agency of more than one corporation." Mr. Rockefeller makes these suggestions regarding legislation to control trusts—First, federal legislation, under which corporations may be created and regulated, if that be possible. Second, in lieu thereof, state legislation as nearly uniform as possible, encouraging combinations of persons and capital for the purpose of carrying on industries, but permitting state supervision, not of a character to hamper industries, but sufficient to prevent frauds upon the public.

CAPTAIN Morrison, B.N.R., who has been in command of the *Lungshan* on the Canton-Wuchow, and lately on the Canton-Macao route, has been promoted to the command of the Steamboat Co.'s popular Macao liner *Heungshan* vice Captain W. E. Clarke who is granted a well-earned leave of absence for a few months. The many friends of these deservedly popular skippers will be glad to hear this, for while Captain Clarke's services are thus recognised by his employers it is felt that in obtaining permission to rest after so many years continuous service with the Steamboat Company he is receiving only what his loyal devotion to the welfare of the Company merits, and that in placing Captain Morrison in command of the yacht-like *Heungshan* a better selection of a successor to the courteous and affable Clarke could not have been found.

MR. A. E. KIST, headmaster of Bunham National Schools, has hit upon a novel plan for assisting the War Fund.

He asked his scholars how many were willing to pay a fine of a half-penny instead of receiving corporal punishment for school offences. The reply was unanimous, and over sixpence was received for the War Fund the first day.

THERE has been another student's duel, says the *Japan Mail* of 20th ult. It was fought on Tuesday night near the Toyama rifle-range. Only two combatants were engaged, Iads of the Waseda Semmon-gakko. It appears that they had become involved in a dispute about the rights and wrongs of the recent fracas between the Medical students and the Military students, and that they finally agreed to submit their difference to the arbitration, not of sticks or swords, but of brick-bats. One of the combatants, unable to leave the field of action, was arrested by the police, together with three comrades who were dressing his wounds. If the newspaper accounts of this affair are correct, the police behaved with singular ineptitude. The station where the news of an impending combat was first received, telephoned to the local head-quarters, and the latter passed the message on to the Chief of Police, so that before any preventive steps were taken, the fight was over.

IN sending those twelve thousand boxes of butter to the British troops in South Africa, says the *Pail Mail*, the Danish farmers have given an evidence of something more than goodwill; they have demonstrated what is more widely known than spoken of—that the Scandinavian people, neighbours though they be of the parent stock of the Boers, are by no means in sympathy with them. The disavowal with which they regard the rebellion will not have been diminished by the arbitrary action of the Transvaalers in commandeering Scandinavian settlers and pushing them to the forefront of the battle, though this prominence was no doubt the salvation of the Scandinavian contingent, for it permitted of their falling alive into the more hospitable hands of the British. By our beloved Princess of Wales this timely expression of Danish sympathy has been received with gratified pleasure, coming as it does from her own people, and it will have an effect immeasurably beyond its intrinsic value, as an evidence of the continued friendship of this faithful ally of our Kingdom and the Throne.

A MEETING of the Legislative Council will be held on Monday, the 5th inst., at 3 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 7 and 8).

2. Report of the Finance Committee. (No. 12).

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for the Naturalization of Capitoline Joao Xavier.

2. First reading of a Bill entitled An Ordinance for the Naturalization of Foo Sik alias Foo Yik Pang.

3. Second reading of the Bill entitled An Ordinance to further amend the Post Office Ordinance, 1887.

4. Second reading of the Bill entitled An Ordinance for the Naturalization of Wan Kam Tsing, alias Wan Tsing Kai, alias Wan Ming Kap.

To say that the King case has created alarm among the Chinese is to put the situation in the mildest form possible, and it is to be hoped, for the sake of your friendly neighbour, that the fullest publicity will be given to the whole proceedings and a decision arrived at in full accord with the best traditions of civilised states—the first civilised state to get a footing on the mainland of China.

Such is all that can be gathered here of this sensational affair. In a day or two the case will be gone into fully, with doubtless much "food for reflection" will be forthcoming. All one can say at the present time is. Fiat justitia, ruat cælum.

PLAQUE AT KOBE.

The following report from Mr. J. C. Hall, H. B. M. Consul at Fukuoka, was laid on the table at this afternoon's meeting of the Sanitary Board.

Sir,—With reference to your dispatch of the 24th ultimo, I have the honour to inform you that of the five cases of plague mentioned in my letter of January 4th, one was subsequently discovered not to be plague, of the other four cases, all proved fatal.

The total number of cases at this port from the commencement is given as twenty-three, of which nineteen proved fatal. In Osaka the total number of cases reached forty-nine, of which all but two were fatal. The last case there occurred on January 12th.

I have, etc.
J. C. HALL.
J. H. Stewart Lockhart, Esq.,
Secretary of State.

RAT CATCHING.

SUGGESTIONS FROM THE COLONIAL

SECRETARY OF STATE.

DOWNING STREET, 30th December.

Sir,—I have the honour to inform you that the recent occurrence of a severe outbreak of bubonic plague in Mauritius and the great mortality attendant thereon, have caused me to give most anxious consideration to the question of the best measures for preventing the continued spread of this dangerous disease. (2) I am advised that the chief agent in spreading the plague is the rat, and this advice is strongly confirmed by the experience of the authorities engaged in stamping out the epidemic in Mauritius. I would specially invite your attention to the remarks by Dr. Manson in the pamphlet issued by the London School of Tropical Medicine, a copy of which is enclosed for your information.

(3) Although measures for the destruction of rats in sea-ports or other places likely to be infected are of great utility, even after plague has been established, I wish especially to urge upon you the desirability of taking such measures as soon as possible in anticipation of the occurrence of any cases of bubonic plague. I am advised that the practical extermination of the rats in any town would probably make it quite impossible for the disease to establish itself there.

(4) No doubt many methods of effecting this object will occur to you, such as the employment of rat catchers paid partly by results, distribution of rat poison, the importation of the mongoose or other rat-killing animals, etc. A novel and very important method has, however, been suggested by Dr. Manson, medical adviser to this office, and I would suggest an early trial where practicable. This method is to close all outlets from the sewers and to fill them with poisonous gas, after which flushing them thoroughly to remove the dead rats.

(5) I shall be glad to learn what action you may be disposed to take in consequence of this dispatch and to receive any suggestion you may think useful.

(Sd.) J. CHAMBERLAIN.

COMMENTS BY THE SANITARY BOARD.

The following together with the above dispatch were laid on the table at the meeting of the Sanitary Board this afternoon.

"Any rats existing in drains in this Colony I should say would be found in the storm drains (which still convey the effluent of the City sewage) for the reason that they can find exits and entrances through the gullies, the drains are of large area and the rats can run along the rough flat invert without having to swim. They also can get in and out of the very many untrapped storm drain tributaries. In these large storm drains, varying from 2 feet square to 8 feet 4 feet, and larger, it would be exceedingly difficult, if not impracticable, to generate and confine a sufficiency of poisonous gas, more particularly as the rats and gas would be able to escape from the 1,000 unknown entrances and rat holes; the gullies could of course be blocked. With regard to the (sewersal of glazed pipes) all the tributaries and entrances being trapped, I don't see where the rats get their entrances? Owing to the average grade of the sewers being very steep and the flow of good velocity I think it unlikely that rats will be generally found in them, but very probably in the storm drains. However, before stating the use of gas in the drains to be impracticable I think it should be "proved" one way or another, although I personally consider it impracticable. The habit of rats in the storm drains is a very important reason why all that can be done should be done to entirely divert sewage from storm drains."

(Sd.) R. K. DRURY.

26th February 1900.

Dr Clark intimated:—
"Last year the Board employed coolies who caught about 1000 rats."
"This year the Board decided to offer a reward of 2s. for every rat taken in an Inspector of Nuisances and we are collecting and destroying about 300 rats a week."

THE SOUTH AFRICAN WAR FUND.

Apparently, having subscribed liberally to the above fund the public of Hongkong don't care the proverbial two-pence what becomes of their money so long as it gets into the hands of the widows and orphans by some means or other. At all events nobody took the trouble to go to the Council Chamber to-day at noon in response to the invitation of His Excellency the Governor to consider the disposal of the balance of the fund now in the hands of the Honorary Treasurer, Sir Thomas Jackson. The only persons present were: H. E. Governor, Sir Thomas Jackson, Viscount Sutherland and the representatives of the three local papers, so His Excellency was obliged to send for the Government Officials, who were in their offices at the time. Luckily, after His Excellency had explained the objects of the meeting, His Lordship the Bishop made his appearance and so was able to move the following resolution, as the only representative of the public present, the three newspapermen of course, excepted:—
"That the expenditure of the South African War Fund be committed to the Lord Mayor of London, shall be placed at the discretion of the Lord Mayor."

His Excellency had explained that the Soldiers and Sailors Families Fund had already received ample contributions, and therefore on the motion being seconded by the Hon. R. D. Omsby it was carried unanimously.

THE SMALL FEET OF CHINESE LADIES.

BY A CHINESEMAN.

The practice of compressing the feet of females in China in order to make them look small and delicate, from a Chinese point of view, is not only an inconvenient but a cruel one.

It is said that during the Chou dynasty about B.C. 900, a certain Woo-li-ching transformed herself to a very beautiful woman. She was walking to and fro in the King's garden when His Majesty saw her. He brought her to the Palace and made her the mistress of his son.

Fearing that her origin might be discovered—as it is said a Woo-li-ching though capable of transforming all the other parts of the body to the same shape as those of mankind, cannot do so with regard to the feet, which remain of their original shape, and hairy—she had her feet bound up with cloth and invented a small shoe, which has since become the fashion of Celestial people.

Others are of opinion that the wives, for a Chinese gentleman has usually more than one wife, revolted against their husbands and threatened to do them some harm; the Chinese proverb says that nine women out of ten are jealous. The husband ran up to the King's palace for protection, but must singularly relate. His Majesty himself was attacked by the Royal ladies.

The thing grew to such a crisis that a general female revolt was threatened and the King was obliged to issue a proclamation prohibiting people from marrying more than one wife. Secretly he held a council with his ministers and invited the leading citizens. The result of this meeting was that the feet of the young girls were ordered to be compressed, in order to deprive them of the free power of walking and make them of subject to the authority of their lords, the husbands.

Others are of opinion that an intelligent and cunning gentleman had so many concubines that he feared the results of allowing free communication to his wives and daughters, and forewore the evil consequences of their visiting or being visited by their female friends without restraint, for a person so close in connection with both good and bad company, which either improves or spoils the morals of the person in question. He therefore invented the system of compressing female feet in order to check the evil he foresaw.

There is no certain age at which the operation is commenced, but in families of easy circumstances the bandages are put on as soon as the child is well able to walk.

The following extract is taken from the Reverend Dr. Williams's "Middle Kingdom" respecting the operation to which a "foot" is subjected.

"The foot belonged to a person in low life; it was 5 inches long, which is full eighteen times over the most fashionable size. The big toe was bent upward and backward on the foot, and the second twisted under it and across, so that the extremity reached the inner edge of the foot. The third toe somewhat overlapped the second, but lying less obliquely, and reaching to the first joint of the great toe. The ball of the great toe, much flattened, separated these two from the fourth and fifth toes. The fourth toe stretched obliquely inwards under the foot, but less so than the little toe, which passed under and nearly across the foot and had the bone down so strongly as to bend the tarsal bone. The dorsum of the foot was much curved, and a deep fissure crossed the sole and separated the heel and little toe, as if the two ends of the foot had been forced together; this was filled for three inches with a very condensed cellular tissue; the instep was 3½ inches high. The heel bone, which naturally forms a considerable angle with the ankle, was in a direct line with the leg-bones; and the heel itself was large and flat, covered with a peculiarly dense integument, and forming, with the end of the metatarsal bone of the great toe, and the two smallest toes bent under the sole, the three points of action in walking. When the operation was begun, the bones of the foot were more flexible, but the toes are bent under the foot, and only the big toe laid upon the top. The development of the muscles of the calf being checked, the leg tapers from the knee downwards, though there is no particular weakness in the limb. The appearance of the deformed member when uncovered is shocking, crushed out of all proportion and beauty, and covered with a wrinkled and lifeless skin like that of a washerwoman's hand daily immersed in soap-suds. It is somewhat remarkable how the circulation is kept up in the member without any pain or wasting away; for one would think that if any nutriment was conveyed to it, there would be a disposition to grow until maturity was attained, and consequently constant pain ensue; or else that it would be destroyed in infancy for want of nourishment."

"The gait of these victims of fashion is like that exhibited when walking on the heels; and women walking alone swing their arms and step quick to prevent themselves falling. When it is practicable elderly women avail themselves of an umbrella, or lean upon the shoulder of a lad or maid for support, which is literally making a walking-stick of them. The pain is said to be severe for about six weeks at first, and a recurrence now and then is felt in the sole; but the evident freedom from disease exhibited in the 'little girls who are seen walking or playing in the streets, proves that the amount of suffering, and injurious effects upon life and health resulting from this strange fashion, are perhaps not so great as has been imagined. The case is different when the girl is not victimized until nearly grown. The toes are then bent under, and the foot forced into the 'smallest compass; the agony arising from the constrained muscles and excruciated flesh is dreadful, while too the shape of the member is a burlesque upon the beautiful littleness so much desired."

"The pain caused by such an operation is awful and it is a common saying among Chinese that a girl is as much afraid to have her feet bound up as a boy to go to school."

For the first week the pain is so excessive that the girl is unable to leave her bed, and has to be carried in and out either to eat or to obey the calls of nature. For the first few days she is unable to eat and looks more dead than alive. Sometimes the poor creature feels so much pain that she unbids her feet, upon which she is severely scolded by her mother, who reproachfully asks her daughter, "would you like to be a man's wife or a concubine?"

The Chinese who have settled in Hongkong have almost given up this strange custom, and are long to be entirely stopped, as most of the well-to-do people marry a natural footed woman, especially those who have received a western education.

A most extraordinary case came to my notice a few years ago. A Eukienese man, who was single, fell in love with a virgin singing girl in a brothel, and consequently redeemed her.

"It is believed by Chinese, even by the learned men, that a fox after having lived a certain number of years, is endowed with the power of transmutation. A dogfox changing to a fox, and a fox changing to a dogfox, are said to be often found in the Northern mountains and to have come down and lived with mankind after changing their form and shape. Foxes, being good and evil according to their natural disposition."

her. He took her into a family house and married her as his wife.

He was a trader, and after some time he received a letter from his mother asking him to come home. He communicated this to his wife, who was greatly distressed, and after a long discussion she agreed to accompany him home.

He was glad, but reminded her that in his country a woman having natural feet is treated by parents and other relatives as a servant girl and quite differently from a daughter-in-law; if she were to have her feet compressed, he said, in that case she would receive the reception of a daughter-in-law from his mother and other relatives.

The foolish woman, fearing the treatment of a servant and the hard work that she would have to do, volunteered to go through this odd operation.

She was then, as far as my recollection goes, about twenty years of age, and the pain caused by the compression made her sick and she used to cry out day and night. She could eat nothing for two weeks, except soup and congee, which had to be given to her by servants, and she had to be carried in and out of her room.

She patiently bore all this and after a few months I saw her leaving her native country for her husband's, and I doubt not that she is well and happy there.

When she was going through the process she was sick, and when she got well she was lean and feeble, but after a few months, that is when she was going away, she was enjoying her former health and strength.

Such are the curious customs of the Chinese. One is inclined to laugh at the simplicity of a woman to volunteer herself to undergo such a cruel practice, while on the other hand it must be admitted that the love and faithfulness on the part of the woman towards her husband, whom she could have forsaken if she had chosen, excite admiration for her virtue.

WILLIAM NG KWAI-SIANG.

CANTON NOTES.

"DISTURBANCE CAUSED BY 'LUNG SHUI'."—Admiral Ho Lin-ching, of Canton, sometime ago, instructed the villagers of his ancestral village to erect a temple for their ancestors in Pao Ching Tung. When the building was finished, the people named Tai and Wong from a neighbouring village said that it interfered with the Feng Shui of their village.

On the 10th instant, while the Hsuehs were having a feast in the new temple, a party of about 100 armed men from the dissatisfied village made an attack on the feasters, after first surrounding the building. Very soon enjoyment was turned into strife and the newly decorated walls were soon disfigured with blood. Many of the feasters were killed, both men and women, besides some being mutilated by having their ears and noses cut off and their eyes gouged out. A soldier, named Ho Wai Kau, who was a guest at the feast was strong enough to force a passage through the mob and escaped from the building. He was, however, seen by his enemies, chased and fired upon. After running some distance his strength gave way from loss of blood and he fell down exhausted. His pursuers when they came up struck him with their swords and, thinking he was dead, threw him into a pond. A female relative saw the attempted murder and after the men had gone away came and dragged the man out of the water. He was not yet dead and told his relation to report the matter to his father and brother and ask them to bring the matter before the mandarins. He also gave instructions that their property should be sold and the money to be devoted to getting revenge. The woman did as she was bid and then returned to the spot where she had left the wounded man, he had, however, vanished, leaving only blood stains on the ground. Some time afterwards several women went to the village Council to request the elders to send a petition to the magistrate, but the mandarin happened to be absent and so no steps have yet been taken.

"PRECAUTIONS AGAINST ROBBERIES."—Notices were found posted on nearly all the walls, both within and without the City of Canton, on the 27th instant, by order of the Military Officer Li Fat of the Kwang Hip Regiment, stating that owing to the enormous number of armed robberies in Canton, the public, and soldiers not in uniform are strictly forbidden to carry arms. If found so doing the person will be arrested and recognised as a robber and the man who arrests him will receive the sum of \$50 as a reward.

SHANGHAI NOTES.

We call the following items of news from the Shanghai Daily Press of 26th ultimo:—
FOOTBALL.

A football match, Association Rules, played on Saturday afternoon between teams from the Shanghai Football Club and H.M.S. *Bokanville* resulted in a win by the home team by three goals to nil.

IMPROVEMENT.

The Council is improving the river frontage of West Hongkew as fast as possible, the latest innovation being the installation of seven acetylene gas lights on the North Soochow Road above the Chekiang Road Bridge. These were lighted for the first time last week and give a very good light.

Labourers were engaged during the latter part of last week marking out the extension of North Chekiang Road from beyond the Mixed Court to the Railway Station, and we hear there will soon be a good driveway to the station from that end of the settlement. When this is completed some steps should be taken to build a new bridge over Soochow Creek in place of the existing one bearing the name of the Chekiang Road.

U. S. GOVERNMENT AND THE MANILA RAILWAY CO.

The directors of the Manila Railway Company (Limited) in London were advised by cable from their representative at Washington that the United States Government decline to recognise any liability for payment of the interest guaranteed under the Spanish Concession. Detailed information promised by letter, was awaited.

NOT A BAD IDEA.

We hear that the Shanghai Fire Association, an organisation of Fire Insurance agents doing business in Shanghai, is moving against the proposal to tax Insurance Companies toward the upkeep of the Fire Brigade. Considering the amount of business done by these companies in Shanghai and the great protection given them by the present volunteer Fire Brigade, it seems paltry for them to object to the small tax proposed. The Fire Insurance Companies doing business in London are taxed, and the Country Council now has before it a proposal to increase this amount in view of the great annual expenditure needed to cope with the work of the Brigade. Surely here, with our purely mutual government, the reason for contributions is all the greater.

CUSTOMS DAILY.

The dance given by the Customs Club on Saturday night proved one of the most enjoyable of the season. There was a very large

number present, among them being representatives of the consular body and many prominent residents. The warmth of the evening added to the room made dancing rather tiring, but the pains taken by the M. & C. Committee obviated all avoidable faults. It was rumoured that the next and final large dance four weeks hence, will take the form of fancy dress, though the Committee has not definitely decided upon this course.

TIENTSIN NOTES.

We call the following paragraphs from the *Peking and Tientsin Times*:—
The Empress Dowager is becoming more and more enraged at the sympathy expressed for the Emperor.

The Viceroy and Governors in all the provinces have been ordered to recommend men in their districts qualified to act as generals. (This appears as if there are not many applicants for these posts, perhaps the reason will be found in the following paragraph appearing in the same paper a little lower down.)

It is stated that the reason General Yuan has done nothing with the Hsiao-fu Shantung is that the Empress Dowager warned him that should any disturbance ensue from his suppression of the rioters he would be held responsible. With this pleasing prospect it is scarcely to be wondered at if he has remained quiescent.

The British Consul very wisely issued a circular on the 13th instant, cautioning the nationals against going into the Native City during the Feast of Lanterns festival, as owing to the excited state of the populace it was inadvisable to penetrate the crowded thoroughfares. The Chinese Authorities took the precaution too, of prohibiting the usual processions and ceremonies this year, and the feast has therefore virtually been unobserved, only a very limited display of lanterns being made.

The two officials recommended by Shu Tung as assistant instructors of the Heir Apparent are Pao Feng, Expounder of the Han-lin College, and Kao Keng-shu, Tactful of Shensi province.

The Provincial Treasurer of Chihli, Ting Chih, is evidently morbidly anti-foreign, as on coming here to pay his New Year's call he is stated to have called his subordinates together and enjoined on them not to read any newspapers, native or foreign, especially the very pernicious journals published in Tientsin! [How many are there? Only one foreign, our worthy contemporary?]

TOKYO HARBOUR.

The particulars of Mr. Finichi's plan for the construction of a Tokyo harbour are published, apparently on good authority. The entrance would be at Haneda, and the port would take the form of a large canal, extending for a distance of 5 miles, to Shibaura. The dredgings would be used to reclaim the fore-shore and to construct an embankment for preventing silting. The depth of the canal is 27 feet at low water, and its width is 25 metres (3), so as to allow two vessels of from 1,850 to 8,200 tons to pass each other. A dock forms part of the plan, and from the centre of the canal to the dock, warehouses stand on the banks. Since the position of the canal would be on the shore side of the route now taken by junks and small steamers plying to Tokyo, there would be no obstacle to present traffic. The site of the dock is at Kanagawa, and there is ample provision for railway traffic. Ten years is the time estimated for the work. As for cost, the canal and dock are put down at 34 million yen and the other outlays at 15 millions, making a total of 49 millions. The method of financing is (1) loan bonds; (2) State aid; (3) sale of the reclaimed land; and the area of which is put at 1,100,000 *tsubo* and the value at 20 yen per *tsubo*, giving a total of some twenty millions. State aid is counted on for 10 millions, and thus there would remain some 20 millions to be raised by loan. It is expected that this project will receive the approval of the City Council.—*Japan Mail*.

THE PASSING OF THOMAS ATKINS OF THE LINE.

So we've got to bid adieu, Tommy Atkins, unto you,
They cannot spare you with us any more,
Tommy, isn't it a sell, since we've got along so well,
That they couldn't let us have a white-skinned corps?
We've nagged against Sepoy Jack—but, Tommy, he's a lack,
Of the swagger and the dash that's Thomas A's;
And we're so well used to you, that we love you,
—yes we do,
And appreciate your funny little ways.
We shall miss your steady stride, and your good old soldier's side,
As you tramp from Tanglin down to Singapore;
With your fine inflated chest, made to hold the very best
Brave old British heart that you are noted for.
Yes—We'll miss the khaki suit, and the ammunition boot,
With its creak that one can hear for half a mile;
And we'll miss your funny use of sikisha-man abuse,
You beggar—we shall miss you all the while.
You're nothing of a saint, and I'm not sure that you mayn't
Have a special spice of devil deep inside;
And we ought to be ashamed of the quality I've named,
Instead of its just filling us with pride.
In the hero that you are; in the devil that you are,
In the humming fire-eaters we possess;
Though when peace is in the air, with your spruce putnam hair,
You're an ordinary civilian—save in dress.
But I'm wandering away, from the object of my song,
Though all I've said's intended to explain
How we're sorry, Tommy dear, that you are not staying here,
And we hope we'll soon have Atkins back again;
But we'll keep a good warm spot for you,
Tommy, he your lot
To dangle round a nursemaid or a Boer,
(Curses, you'll be nothing to us, for you're just the man for both)
We'll remember you out here in Singapore.
So farewell, Tommy Atkins—it's a good old sort you are
Farewell to you—you beggar—trusting it is a requiem;
Be it England, Home, and Beauty; or Africa and War;
Here's luck and love and everything from your friends in Singapore.
JOSS CHINGCHINJOSS, in S. F. Press.

SHIPPING REPORTS.

Captain Bathurst of the steamship *Haitang*, from Amoy, reports:—Moderate N.E. wind and sea and dull hazy weather.

Captain S. Kawamuro, of the steamship *Atsuke Maru*, from Moji, reports:—Fine weather and light breeze throughout the voyage.

Captain J. Kynock, of the steamship *Mausang*, from Java, reports:—Light to moderate, variable winds and fine weather to Philippines, thence N.E. wind and fine weather.

Captain W. H. Gibson, of the steamship *Ayr*, from Kutchinotzu, reports:—Light variable winds and fine clear weather to China coast, whence strong to fresh monsoon and overcast.

NOTANDA.

CALENDAR.

Metorological notes based on ten years' observations to 1899.
Barometer 30.14
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.
WEATHER REPORT.
On date at P.M.
Barometer 30.11
Temperature 67
Humidity 82
Rainfall 80

TO-DAY.
Thursday, 1st March, 1900.
Chinese—1st of 2nd moon of 26th year of Kwang-shi.
Sun—Rises 6hr. 23min.
Sets 6hr. 2min.
High water—Morning 10hr. 2min.
Afternoon 4hr. 37min.
Low water—Morning 4hr. 37min.
Afternoon 10hr. 2min.

ANNIVERSARIES.
1842—Surrender of Guam by Lieut.-Col. Palmer.
1862—Public Meeting decided to establish a Volunteer Corps.
1871—The German Army entered Paris.
1885—Bombardment of Chinese forts by French men-of-war.
1886—Chinese gunboat *Sui-tin* lost off Nam-chow.
1897—Gold Standard adopted by Japan.
1898—Chinese contract loan for £16,000,000 completed.

TO-MORROW.
Wednesday, 2nd March, 1900.
Chinese—2nd of 2nd moon of 26th year of Kwang-shi.
Sun—Rises 6hr. 22min.
Sets 6hr. 2min.
Moon—in Equator 7hr. 40min.
High water—Morning 10hr. 31min.
Afternoon 4hr. 29min.
Low water—Morning 4hr. 30min.
Afternoon 10hr. 31min.

ANNIVERSARIES.
1891—John Wesley died.
1841—Whampoa Island Battery carried.
1854—Death of the *Car Nicholas*.
1886—P. & O. steamer *Thames* ashore in Lyceum moon pass.
1882—Attempted assassination of the Queen.
1896—British S.S. *Hunter* lost on the Pescadore.
1897—Loss of the Dutch lines *Utrecht* off Ushant.
1899—Italian Minister demands lease of Sam-nor Bay from Chinese Government.
1899—American commission left H.K. for Manila on U.S. *Baltimore*.

AGENDA.

TO-DAY.
Diocesan School, Term Commencement.
Cargo ex *Stallard* subject to rent.
8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge.

TO-MORROW.
Noon—N. Y. K. steamer *Atsuke Maru*, leaves for Bombay via Colombo.
3 p.m.—Messrs. D. Sassoon & Co.'s steamer *Catherine Aghar*, leaves for Calcutta.
I. C. S. steamer *Yansang*, leaves for Manila.
C. N. steamer *Sangkang*, leaves for Manila.
C. & O. steamer *Belgian King*, leaves for San Diego.

H.K.V.C. ORDERS.
5.30 p.m.—F. B. Company Drill, under the Adjutant, at Head Quarters.

SATURDAY, 3rd.
The Union Mining Company's call of \$1 to bear interest.
Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.
C. & M. steamer *Diamond*, leaves for Manila.
3 p.m.—The British India S. N. Co.'s steamer *Comorin*, leaves for Rangoon.
Eng'ish mail from Europe due.
9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

H.K.V.C. ORDERS.
3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

SUNDAY, 4th.
Cargo ex *Jawa* subject to rent.

MONDAY, 5th.
Noon—C. N. steamer *Changsha*, leaves for Australia.
Noon—Hongkong and Kowloon Wharf and Godown Co. Ltd. Meeting of shareholders, at Company's office.
(About 5 P. & O. steamer *Morven*, leaves for New York.
9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

TUESDAY, 6th.
O. S. steamer *Seraphine*, leaves for London.
German Mail from Europe due.

WEDNESDAY, 7th.
C. N. steamer *Nanchang*, leaves for Tientsin.
O. S. Co's steamer *Natur*, leaves for Liverpool (direct).
Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.
China Navigation Co's steamer *Nanchang*, leaves for Tientsin.
St. David's Hall at City Hall by the R. Welch Fusillers.

3 p.m. Public sale of Crown Land at the offices P. W. D.
I. G. M. L. steamer *Bayern*, leaves for the Straits etc.

THURSDAY, 8th.
P. & O. steamer *Ceylon*, leaves for London.

SATURDAY, 3rd.
Noon—U. S. Mail line *China*, leaves for San Francisco.

WEDNESDAY, 7th.
L. C. S. W. steamer *Mausang*, leaves for Sandakan (direct).

MONDAY, 5th.
N. P. S. Co's steamer *Monmouthshire*, leaves for Portland & Oregon.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Taitung*) to-morrow.
English (*Parramatta*) 3rd inst.
American (*Algoa*) 5th inst.
German (*Bayern*) 6th inst.
German (*König Albert*) 6th inst.
American (*Nippon Maru*) 10th inst.
American (*City of Rio de Janeiro*) 17th inst.
Canadian (*Rhénus of China*) 20th inst.

The P. & O. S. N. Co's steamer *Candia*, left Singapore for this port at 8 a.m. to-day.

The Canadian Pacific Railway Co's R.M.S. *Empress of China* left Vancouver for Hongkong via usual port call at p.m. on Tuesday, the 27th February.

The N. Y. K. steamer *Kanagawa Maru* (Europe Line) left Kobe, via Moji for this port yesterday (28th February), and is expected to arrive here on the 7th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	At	Kowloon Dock
<i>Ida de Cuba</i>	"	"
<i>H.M.S. Hermione</i>	"	"
<i>Shantung</i>	"	"
<i>German</i>	"	"
<i>Kailang</i>	"	"
<i>U.S.S. Monadnock</i>	"	"
<i>U.S.S. Wheeling</i>	"	"
<i>Chuen Tao</i>	"	"
<i>Hongkong</i>	"	"
<i>D. J. van der Auwerda</i>	"	Cosmopolitan
<i>Hankow</i>	"	"
<i>Daphne</i>	"	"

PASSED THE CANAL.

Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
will give
TWO MORE PERFORMANCES

THE YEOMEN OF THE GUARD,

SATURDAY, the 3rd March, 1900.
Under the Distinguished Patronage of Their
Excellencies Sir HENRY BLAKE, G.C.M.G.,
and Lady BLAKE,
and on

MONDAY, the 5th March.
Positively the Last Performances.

Dress Circle..... \$3
Stalls..... 2
Pit..... 1
Half-price to the Pit for Soldiers, Sailors,
and Police in Uniform.

The Booking Office will be opened at the
CITY HALL, on TUESDAY, the 27th instant,
at 10 A.M.

Late Trains will run 1 hour after the fall of
the curtain.

H. C. NICOLLE,
Acting Manager,
Hongkong, 27th February, 1900. [244b]

Auction.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Office of the Public Works Department, on
WEDNESDAY,
the 7th day of March, 1900, at 3 P.M., are
published for general information.

By Command,
F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th February, 1900. [246b]

Particulars of the letting by Public Auction
Sale, to be held on Wednesday, the 7th day of
March, 1900, at 3 P.M., at the Office of the
Public Works Department, by Order of His
Excellency the Governor, of One Lot of
CROWN LAND, in Victoria, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of Her Majesty the
QUEEN for one further term of 75 years.

No. of Sale	Lot	Locality	Area	Upset Price
1	Wing Lok St.	1/2 Acre	1/2 Acre	1/2 Acre
2	Wing Lok St.	1/2 Acre	1/2 Acre	1/2 Acre
3	Wing Lok St.	1/2 Acre	1/2 Acre	1/2 Acre
4	Wing Lok St.	1/2 Acre	1/2 Acre	1/2 Acre
5	Wing Lok St.	1/2 Acre	1/2 Acre	1/2 Acre

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT "GEMMA." Length
over all 20' 6". Water Line 17' 3". Beam 5'.
All Lead Ballast. Present in cruising order.
For Particulars, apply to

Hongkong, 26th January, 1900. [16b]

JAPANESE CURIOS.

JUST RECEIVED.

**OIL PAINTED AND EMBROIDERED
SCREENS, LACQUERED
BOXES,**
And Several Kinds of
PHOTOGRAPH FRAMES
at
MODERATE PRICES.

D. NOMA,
No. 12, Becclesfield Arcade,
Opposite the City Hall.

Hongkong, 18th January, 1900. [41]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PEE STREET,
No. 4, RIFON TERRACE.
"THE RETREAT"—MOUNT KELLET.
Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th February, 1900. [12]

Insurance.

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [30]

Mails.

**PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

**HOMEWARD PASSENGER SEASON,
1900.**

NOTICE.

THE Undersigned Vessels will sail from
CHINA DIRECT

FOR
MARSEILLES, PLYMOUTH
AND
LONDON.

WITHOUT TRANSITMENT.

LEAVE.

STEAMERS.

Paranatta, 4886 Mar. 27 Mar. 31 April 6

Matilla, 5026 April 10 April 14 April 20

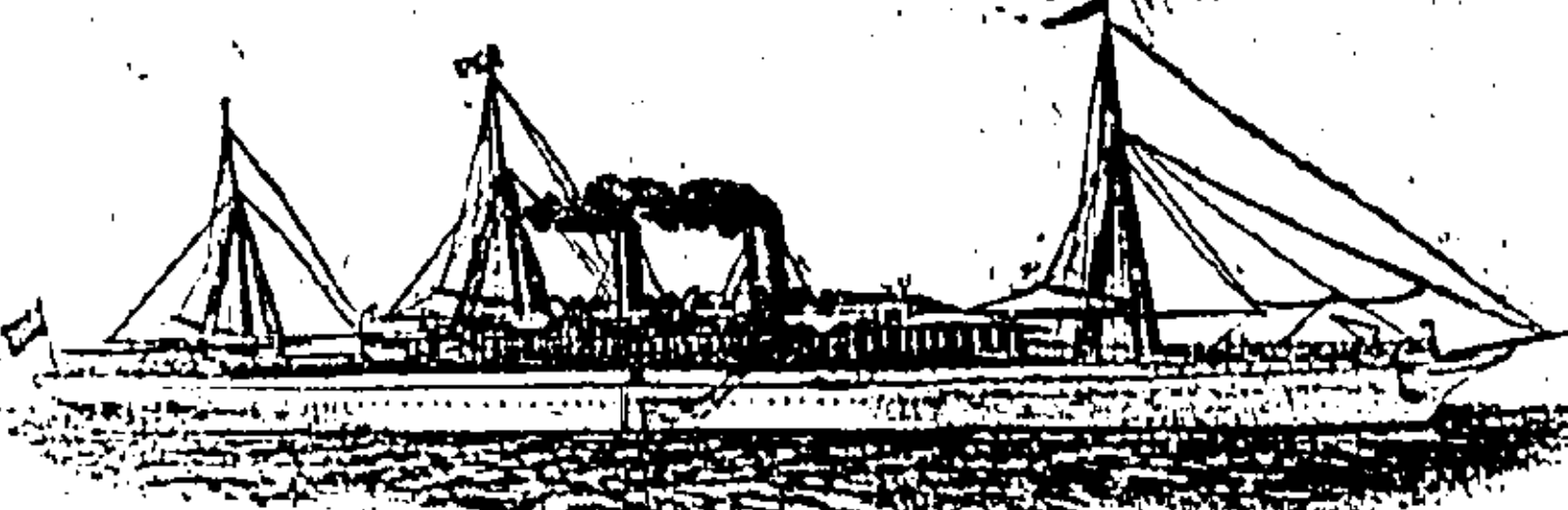
For Freight or Passage, apply to

H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [23]

Mails.

**CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.**



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 14th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD:
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARRIAGES AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidlers' Street, 13

Hongkong, 14th February, 1900.

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Belgian King ... 13,379 ... Friday ... Mar. 2

Thyria ... 13,406 ... about ... Mar. 7

Lady Jule ... 13,406 ... about ... Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA KOBE, YOKO-
HAMA and HONOLULU, TO-MORROW,
the 2nd March.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 28th February, 1900. [28]

**NORTHERN PACIFIC
STEAMSHIP COMPANIES.**

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 1,421 ... A. Jackson ... Mar. 15

Olympia ... 2,837 ... J. Truebridge ... Mar. 31

Glenogle ... 3,750 ... W. Frakes ... April 24

Also

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire ... 2,874 ... W. A. Evans ... Mar. 2

Columbia ... 2,976 ... T. H. Dobson ... April 7

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £40.

The Railroad travelling is second to none
on the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK, route.
Passengers to EUROPE may proceed by one of
the first-class ATLANTIC-MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 24th February, 1900. [4]

Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MIKE MARU ... {BOMBAY, VIA SINGAPORE and} TO-MORROW, 2nd March, at

S. Kawamura ... COLOMBO Noon.

KANAGAWA MARU ... {MARSEILLES, LONDON & ANT-} FRIDAY, 9th March, at

J. Mackenzie ... WERIP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. Daylight.

*RIJUN MARU ... {VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KORE and YOKOHAMA} SATURDAY, 10th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 24th February, 1900. [6]

**NORDDEUTSCHER
LLOYD.**



**HAMBURG-AMERIKA
LINIE.**

(Freight Service.) (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*SAVOIA ... HAVRE and HAMBURG. 16th March. Freight and

Jager ... (LONDON with transshipment in HAMBURG) About 25th March. Passage

ASTORIA ... NEW YORK. About 31st March. Freight

SAXONIA ... HAVRE and HAMBURG. About 31st March. Freight

*FRENCH ... (LONDON with transshipment in HAMBURG) About 6th April. Freight and

*HIDELBERG ... HAVRE and HAMBURG. About 20th April. Passage

SHIRAZ ... HAVRE and HAMBURG. About 20th April. Passage

Braun ... (LONDON with transshipment in HAMBURG) April. Passage

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe and Yokohama) Tuesday, 13th March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) Saturday, 21st April, at Noon.

(Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALCOA,"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE and YOKOHAMA, on TUESDAY, the 13th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th February, 1900. [11]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "STUTTGART,"

of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 1st March, and MONDAY, the 5th March, at 9.30 A.M.

THE JAPANESE IMPERIAL WEDDING.

Congratulatory messages are reaching the Court of Japan in great numbers, from private individuals, both Japanese and foreign, and from European Courts, with reference to the betrothal of the Prince Imperial. It is stated that the members of the Corps Diplomatique in Tokyo have resolved to present a pair of silver vases inlaid with gold to the Imperial couple, and that the shapes and decorative designs are taken from vases used on the occasion of the Emperor's marriage. Baron d'Anethan, in his capacity of Doyen of the Corps, is said to have placed the order with the Gyokko-do.—*Japan Mail*.

THE ODWARA-YUMOTO RAILWAY.

The electric railway between Odawara and Yumoto has been finished and successful trials have been made, but it is stated that the line will not be open for traffic until the 1st of March. The carriages are to come into the immediate vicinity of the platform of the Takaido railway, so that passengers by the latter for Hakone or Miyazoshita will be able to step from one train into the other. This will be an immense improvement on the present system.—*Japan Mail*.

THE POPULATION OF OSAKA.

That census statistics derived from registration returns are untrustworthy is well borne out by the fact that the population of Osaka at the end of last year showed an increase of 48,492 in the number of inhabitants and of 10,691 in the number of families, as compared with the figures for the previous year. That this large increase is merely fictitious, and arises from false statistical returns, may well be believed. The increase shown in the returns is undoubtedly due to the fact that when the examination of the people on account of the plague took place many persons were found to be unregistered, especially where two or three families lived together in the same house.—*Kobe Herald*.

"GEISHA" FOR PARIS.

Fifteen geisha are starting for Paris. They are under the care of an enterprising dame, the landlady of the *Scampo* tea, a well-known restaurant at Karasumori-cho in Tokyo. This lady intends to open a puppet stall at the Exposition and the fifteen geisha will dance by way of accompaniment to the sale of dolls.

SAGHALIEN FISHERY QUESTION.

The grievance that principally evokes protest in connexion with the new Russian regulations for the control of the Saghalien fisheries is that a right of priority is given to Russian subjects as against all other nationals. That would not present itself in the light of a serious cause of complaint were there question only of engaging in fishing enterprise for the first time. The real irksomeness of the regulation consists in its application to persons who have been residing in Saghalien for some time, and earning a livelihood by fishing. It would seem that if Russian subjects come to settle in such places, the regulations will enable them to monopolise the fishery grounds to the exclusion of the Japanese who have been living on the spot for years. The *Yomiuri*, which publishes a full account of the affair—though we can not by any means vouch for its accuracy—alleges that great difficulty was experienced in ascertaining the exact official interpretation of the regulations, but that no doubt exists any longer as to their conferring this prior right on Russian subjects. Our contemporary affirms that the regulations were inspired by observing the prosperity of the Japanese fishing operations, and that no hope remains except of the possibility that the Russian Authorities may be induced to postpone the operation of the obnoxious provision for three years, so as to allow the Japanese to wind up their affairs and retire quietly from the scene of their labours.—*Japan Mail*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Angier, A. G.
Ah Fong, Miss
Amoy, Fanny
Aleksieff, M.
Armstrong, A.
All, Miss
Armstrong, A.
Arab, N. M.
Agluie, A. B.
Anles, Dr. V.
Arner, Dr.
Ayres
Albert, Hope S. S. Co.
Amblek
Andrade
Ahes & Co.
Ansel, Madam E.
Baroniam, Z. S.
Bennet, J.
Benemer, Mr.
Blake, R. E.
Baring, T.
Banting, E. M.
Bib, Angan
Ballard, Anna
Brennes, C.
Bumet, L. C.
Bos, G.
Bley
Bloom, Rosa
Boule, C. E.
Barker, A. M.
Bass, J. F.
Brawan
Belys, M.
Bordone
Bardoff
Bridge, G. E.
Bodemeys
Breitag, H.
Brooks, W.
Bery, H. A.
Black, Mrs. Mounier
Bumenfeld, L.
Boogowski
Bohn, Thubna
Bruchsching, M.
Brigle, P. L.
Blefo, W. & Co.
Bargos, F.
Blatter, G. J.
Blaley, Mons.
Baker, Col. W. H.
B. H.
Brad, L. M.
Barday, J.
Barral, T.
Baldasina
Bholos

Crook, Miss H. C.
Capps, W. L.
Cranton, Miss E.
Clifton, G.
Chinevala, S. F.
Crook, Miss N. C.
Oulter, Miss R.
Cameron, D. C.
Chambers, E. H.
Crony, H.
Chaplin, Miss
Chambers, Capt. J.
Chambers, C. F.
Charles, Mrs. J.
Carben, G. J.
Chenillon, G.
Colenso, R. L.
Cheung Kong
Calder, W.
Clark, Anna
Carman, D. M.
Ducat, Capt. C. M.
Deben, Mrs. L.
David, M. W.
Delandessa
Dauncey, C.
Dean, W. A.
Dalton, C.
Dirke, R.
Davies, Capt. F.
Devaney, M.
Doak, Mr.
Dobberke, H. H.
Denny, Bros.
Deydell, Miss
Davis, F.
Dhumapattell, B. B.
Dayleigh, J. M. Y.
Elias, A.
Edwards, L.
Esken, Miss B.
Eslog Khan
Everett, Capt. C. S.
Edwards, M.
Ferrant, Mons.
Forster, R. C. H.
Franklin, C. S. F.
Frost, H.
Fuchs, C.
Fon Chan Fau
Fueswyto, G. A. G.
Fong Hall
Fischler, Miss C.
Foster, M. R.
Franker, G.
Goldally, S.
Galgozzy, Josephine
von
Glover, Mr.
Guentz
Gale, Mr. and Mrs.
Gibbons, Mr. and Mrs. E. S.
Grunt, Mrs.
Green, Robert
Gans, S. M.
Guignard, M. T.
Guteris, O.
Grunberg, T.
Gronne, E.
Heskel, S. B.
Hardouin, C.
Hough, C. C.
Hagist, L.
Hamilton, Miss E.
Boony, C.
Hoffman, G. M.
Hutchinson, G. W.
Hall, J. Andrew.
Haleret, H.
Hoe, F. C.
Hep, Ah
Hill, Rev. J. R.
Hall, W.
Helm, Capt. C.
H. G. J. Miss
Umler, S.
Volkman, J. T.
Vernon, M. A.
Vau Sant, M. G.
Warbur, Dr. K.
Wallace, Capt. J.
Woolner, H.
Whitehead, W.
Wirth, M. C.
Wainstein, A.
Woolfe, E.
Wick, A.
Wright, W. A. B.
Wiesse, Dr. K.
Wadean
Watt, C. H.
Williams, M. L.
Walton, C.
Wickins, H. W.
Whunab, T. C.
Walter, E.
Wheeler, G.
Woodbury, M.
Williams, H. B.
Wright, W. H. B.
Wong Woon Chung
Wright, Capt. Wm.
Youngman, J.
Zukko, E. E.

Parker, Mrs. A.
Putman, J. P.
Plot, R.
Puthil, R. P.
Pracht, J.
Peoples, Rev. S. C.
Perine, R. L.
Price, C. G.
Prym, F. J.
Palmer, W.
Packard, K.
Parker, A. L.
Papadinos
Park, Miss M.
Perrine, Rev. S. A.
Paderni, R.
Palleizer, F.
Patterson & Co.
Richerale, Miss D.
Rosenzweig, Mrs. P.
Rottenberg, L.
Rawlings, R.
Ratch, Mr.
Rensens, G.
Remison, A.
Robinson, M. E.
Rumbold, W.
Roebelen, C.
Reynolds, J.
Ruppert, T. E.
Robertson, G.
Robinson, T. D. V.
Radcliffe, Mrs. C.
Reyna, S. D. C.
Rosa, Mrs.
Richardson, Miss.
Romy, J.
Rosh, Mrs. R.
Roger, H.
Sprague, W. N.
Seldanha, D. E.
Sung Tor Lee
Schroder, W.
Smith & Co., T.
Schroder, C.
Stuart, J. G.
Scott, W.
Sing Pun
Scott, C. N.
Sena, Miss C.
Scott, R. A.
Sydney, G.
Souza, Jos de
Such, H. J.
Sawada
Sisopys, Mrs.
Seifert, Mrs. R.
Silva, Adolfo
Simoni, J.
Sant, N. G. V.
Sotol
Soton, R.
Sihlan, Mons.
Shepherd, E. B.
Smith, L.
Stewart, Mrs. K.
Snape, F.
Seargeant, T.
Slety, M.
Salder, Miss K.
Stevens, R.
Shultz, Miss F.
Shiraco, D.
Thomson, R.
Tiffany, S.
Tajma, H.
Thompson, Rev. H.
Thomas, G. V.
Thomas, J.
Taylor, H. K.
Trance, Miss J.
Tribhuni, H. S.
Teinell, C.
Tunhill, G. B.
Thomas, D.
T. C. J. Miss
Umler, S.
Volkman, J. T.
Vernon, M. A.
Vau Sant, M. G.
Warbur, Dr. K.
Wallace, Capt. J.
Woolner, H.
Whitehead, W.
Wirth, M. C.
Wainstein, A.
Woolfe, E.
Wick, A.
Wright, W. A. B.
Wiesse, Dr. K.
Wadean
Watt, C. H.
Williams, M. L.
Walton, C.
Wickins, H. W.
Whunab, T. C.
Walter, E.
Wheeler, G.
Woodbury, M.
Williams, H. B.
Wright, W. H. B.
Wong Woon Chung
Wright, Capt. Wm.
Youngman, J.
Zukko, E. E.

Gray, Miss H. C.
Capps, W. L.
Cranton, Miss E.
Clifton, G.
Chinevala, S. F.
Crook, Miss N. C.
Oulter, Miss R.
Cameron, D. C.
Chambers, E. H.
Crony, H.
Chaplin, Miss
Chambers, Capt. J.
Chambers, C. F.
Charles, Mrs. J.
Carben, G. J.
Chenillon, G.
Colenso, R. L.
Cheung Kong
Calder, W.
Clark, Anna
Carman, D. M.
Ducat, Capt. C. M.
Deben, Mrs. L.
David, M. W.
Delandessa
Dauncey, C.
Dean, W. A.
Dalton, C.
Dirke, R.
Davies, Capt. F.
Devaney, M.
Doak, Mr.
Dobberke, H. H.
Denny, Bros.
Deydell, Miss
Davis, F.
Dhumapattell, B. B.
Dayleigh, J. M. Y.
Elias, A.
Edwards, L.
Esken, Miss B.
Eslog Khan
Everett, Capt. C. S.
Edwards, M.
Ferrant, Mons.
Forster, R. C. H.
Franklin, C. S. F.
Frost, H.
Fuchs, C.
Fon Chan Fau
Fueswyto, G. A. G.
Fong Hall
Fischler, Miss C.
Foster, M. R.
Franker, G.
Goldally, S.
Galgozzy, Josephine
von
Glover, Mr.
Guentz
Gale, Mr. and Mrs.
Gibbons, Mr. and Mrs. E. S.
Grunt, Mrs.
Green, Robert
Gans, S. M.
Guignard, M. T.
Guteris, O.
Grunberg, T.
Gronne, E.
Heskel, S. B.
Hardouin, C.
Hough, C. C.
Hagist, L.
Hamilton, Miss E.
Boony, C.
Hoffman, G. M.
Hutchinson, G. W.
Hall, J. Andrew.
Haleret, H.
Hoe, F. C.
Hep, Ah
Hill, Rev. J. R.
Hall, W.
Helm, Capt. C.
H. G. J. Miss
Umler, S.
Volkman, J. T.
Vernon, M. A.
Vau Sant, M. G.
Warbur, Dr. K.
Wallace, Capt. J.
Woolner, H.
Whitehead, W.
Wirth, M. C.
Wainstein, A.
Woolfe, E.
Wick, A.
Wright, W. A. B.
Wiesse, Dr. K.
Wadean
Watt, C. H.
Williams, M. L.
Walton, C.
Wickins, H. W.
Whunab, T. C.
Walter, E.
Wheeler, G.
Woodbury, M.
Williams, H. B.
Wright, W. H. B.
Wong Woon Chung
Wright, Capt. Wm.
Youngman, J.
Zukko, E. E.

Gray, Miss H. C.
Capps, W. L.
Cranton, Miss E.
Clifton, G.
Chinevala, S. F.
Crook, Miss N. C.
Oulter, Miss R.
Cameron, D. C.
Chambers, E. H.
Crony, H.
Chaplin, Miss
Chambers, Capt. J.
Chambers, C. F.
Charles, Mrs. J.
Carben, G. J.
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Colenso, R. L.
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Dalton, C.
Dirke, R.
Davies, Capt. F.
Devaney, M.
Doak, Mr.
Dobberke, H. H.
Denny, Bros.
Deydell, Miss
Davis, F.
Dhumapattell, B. B.
Dayleigh, J. M. Y.
Elias, A.
Edwards, L.
Esken, Miss B.
Eslog Khan
Everett, Capt. C. S.
Edwards, M.
Ferrant, Mons.
Forster, R. C. H.
Franklin, C. S. F.
Frost, H.
Fuchs, C.
Fon Chan Fau
Fueswyto, G. A. G.
Fong Hall
Fischler, Miss C.
Foster, M. R.
Franker, G.
Goldally, S.
Galgozzy, Josephine
von
Glover, Mr.
Guentz
Gale, Mr. and Mrs.
Gibbons, Mr. and Mrs. E. S.
Grunt, Mrs.
Green, Robert
Gans, S. M.
Guignard, M. T.
Guteris, O.
Grunberg, T.
Gronne, E.
Heskel, S. B.
Hardouin, C.
Hough, C. C.
Hagist, L.
Hamilton, Miss E.
Boony, C.
Hoffman, G. M.
Hutchinson, G. W.
Hall, J. Andrew.
Haleret, H.
Hoe, F. C.
Hep, Ah
Hill, Rev. J. R.
Hall, W.
Helm, Capt. C.
H. G. J. Miss
Umler, S.
Volkman, J. T.
Vernon, M. A.
Vau Sant, M. G.
Warbur, Dr. K.
Wallace, Capt. J.
Woolner, H.
Whitehead, W.
Wirth, M. C.
Wainstein, A.
Woolfe, E.
Wick, A.
Wright, W. A. B.
Wiesse, Dr. K.
Wadean
Watt, C. H.
Williams, M. L.
Walton, C.
Wickins, H. W.
Whunab, T. C.
Walter, E.
Wheeler, G.
Woodbury, M.
Williams, H. B.
Wright, W. H. B.
Wong Woon Chung
Wright, Capt. Wm.
Youngman, J.
Zukko, E. E.

Shipping.
List of Registered Covers for Merchant Ships.
S.S. Aetna J. Larson.
S.S. Aetna J. Williams.
S.S. Aetna Capt. Kirkwood, (2).
S.S. Aetna Capt. J. Vaughan.
S.S. Aetna J. Williams.
S.S. Aetna Hamilton Northcott.
S.S. Aetna A. Hoar.
S.S. Aetna J. Fleming (Baker). (2).
S.S. Aetna Rev. W. K. McKibben.
S.S. Aetna R. Macfarlane. (passenger).
S.S. Aetna Capt. Outerbridge.
S.S. Aetna G. Menzies.
S.S. Aetna Mrs. Farrell.
Ship Norma N. A. Shaw.
S.S. Aetna W. L. Patterson.
S.S. Aetna D. Pritchard.
S.S. Aetna Chief Engineer.
S.S. Aetna J. Scott.
S.S. Aetna J. Harris.
Man of War Sumo P. Williams.
S.S. Aetna D. A. Allan.

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 1st March, 1900. [261b]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain J. G. O'Brien, will be despatched for the above Ports, TO-MORROW, the 2nd March, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 24th February, 1900. [246b]

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched for the above Ports, TO-MORROW, the 2nd March, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 24th February, 1900. [245b]

FOR SHANGHAI.
THE Company's Steamship
"FOOCHOW,"
Captain Smale, will be despatched for the above Ports, TO-MORROW, the 2nd March, at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th February, 1900. [247b]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU,"
Captain O. Ogata, will be despatched for the above Ports, on SUNDAY, the 4th March, at Daylight.
For Freight or Passage, apply to THE MITSUBISHI KAISHA, Agents.
Hongkong, 26th February, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched for the above Ports, on TUESDAY, the 6th March.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th February, 1900. [218b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN (DIRECT).
THE Company's Steamship
"MAUSANG,"
Captain Kynoch, will be despatched for the above Ports, on WEDNESDAY, the 7th March, at Noon.
Cargo for KUDAT can be transhipped at SANDAKAN.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 24th February, 1900. [258b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.
THE Company's Steamship
"NESTOR,"
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [181b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON.
THE Company's Steamship
"TEENKAI,"
D. Davies, Commander, will be despatched for the above Ports, on WEDNESDAY, the 14th March.
For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"CALCHAS,"
Captain Gregory, will be despatched for the above Ports, on TUESDAY, the 20th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [188b]

Shipping.
List of Registered Covers for Merchant Ships.
S.S. Aetna J. Larson.
S.S. Aetna J. Williams.
S.S. Aetna Capt. Kirkwood, (2).
S.S. Aetna Capt. J. Vaughan.
S.S. Aetna J. Williams.
S.S. Aetna Hamilton Northcott.
S.S. Aetna A. Hoar.
S.S. Aetna J. Fleming (Baker). (2).
S.S. Aetna Rev. W. K. McKibben.
S.S. Aetna R. Macfarlane. (passenger).
S.S. Aetna Capt. Outerbridge.
S.S. Aetna G. Menzies.
S.S. Aetna Mrs. Farrell.
Ship Norma N. A. Shaw.
S.S. Aetna W. L. Patterson.
S.S. Aetna D. Pritchard.
S.S. Aetna Chief Engineer.
S.S. Aetna J. Scott.
S.S. Aetna J. Harris.
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S.S. Aetna D. A. Allan.

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S.S. Aetna R. Macfarlane. (passenger).
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S.S. Aetna G. Menzies.
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S.S. Aetna R. Macfarlane. (passenger).
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S.S. Aetna A. Hoar.
S.S. Aetna J. Fleming (Baker). (2).
S.S. Aetna Rev. W. K. McKibben.
S.S. Aetna R. Macfarlane. (passenger).
S.S. Aetna Capt. Outerbridge.
S.S. Aetna G. Menzies.
S.S. Aetna Mrs. Farrell.
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S.S. Aetna D. Pritchard.
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S.S. Aetna J. Scott.
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S.S. Aetna J. Williams.
S.S. Aetna Hamilton Northcott.
S.S. Aetna A. Hoar.
S.S. Aetna J. Fleming (Baker). (2).
S.S. Aetna Rev. W. K. McKibben.
S.S. Aetna R. Macfarlane. (passenger).
S.S. Aetna Capt. Outerbridge.
S.S. Aetna G. Menzies.
S.S. Aetna Mrs. Farrell.
Ship Norma N. A. Shaw.
S.S. Aetna W. L. Patterson.
S.S. Aetna D. Pritchard.
S.S. Aetna Chief Engineer.
S.S. Aetna J. Scott.
S.S. Aetna J. Harris.
Man of War Sumo P. Williams.
S.S. Aetna D. A. Allan.

Shipping.
STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above TO-MORROW, the 2nd March.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th February, 1900. [253b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's New Steamship
"DIAMANTE,"
Captain Blackland, will be despatched for the above Port, on SATURDAY, the 3rd March, at Noon.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 24th February, 1900. [254b]

FOR RANGOON.
(Taking Cargo at through Rates to MOULMEIN, ARRACAN PORTS, COROMANDEL and MALABAR PORTS).
THE British India S. N. Co's Steamship
"COMORTA,"
Captain T. A. Collins, will be despatched as above on SATURDAY, the 3rd March, at 3 P.M.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 24th February, 1900. [163b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"ICHANG,"
Captain Lloyd Jones, will be despatched for the above Port, on SUNDAY, the 4th March.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th February, 1900. [259b]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"MORVEN,"
Captain Norrie, will be despatched for the above Port, on SATURDAY, the 10th March, instead of as previously advertised.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 28th February, 1900. [234b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched as above on THURSDAY, the 15th March, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
M.P.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 26th February, 1900. [252b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ORESTES,"
Captain Peters, will be despatched on MONDAY, the 26th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th February, 1900. [248b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ST. REGULUS,"
will be despatched for the above Port.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 12th February, 1900. [132b]

MITSUBISHI KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHOW and all Ports in JAPAN.
Agents:—Mitsui Bussan Kaisha, Ltd., Tokyo Marine Insurance Co., Limited, Mei Fire Insurance Co., Limited, Kauegafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.
Mitsui Bussan Kaisha, Ltd., Agents.
Hongkong, 11th December, 1899. [33]

Shipping.
List of Registered Covers for Merchant Ships.
S.S. Aetna J. Larson.
S.S. Aetna J. Williams.
S.S. Aetna Capt. Kirkwood, (2).
S.S. Aetna Capt. J. Vaughan.
S.S. Aetna J. Williams.
S.S. Aetna Hamilton Northcott.
S.S. Aetna A. Hoar.
S.S. Aetna J. Fleming (Baker). (2).
S.S. Aetna Rev. W. K. McKibben.
S.S. Aetna R. Macfarlane. (passenger).
S.S. Aetna Capt. Outerbridge.
S.S. Aetna G. Menzies.
S.S. Aetna Mrs. Farrell.
Ship Norma N. A. Shaw.
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S.S. Aetna Chief Engineer.
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S.S. Aetna D. A. Allan.

Shipping.
List of Registered Covers for Merchant Ships.
S.S. Aetna J. Larson.
S.S. Aetna J.

Chin Kai, 490 tons, 5 guns 472 h.p.
Chin Kai, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Torpedo-gunboats.
Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.
Torpedo-boats.
Murakumo, 279 tons, at Ujina.
Saitonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranushi, 279 tons, at Kobe.
Shikadashi, torpedo-boat destroyer, 133 tons, Comdr. I. Ishida, at Yokosuka.
Kaguro, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Hongkong.
Kotaka, 195 tons, 4 torpedo-tubes, 1,400 h.p.
Shiranushi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akeshino, torpedo-boat destroyer, 310 tons, Lieut. Comdr. H. Kawase, Japan.
14 boats (Crescut), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 1,300 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 1,300 h.p.
Miscellaneous.
Tokiwa, at Yokosuka.
Fusa, at Kure.
Narutaka, at Yokosuka.
Rinja, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship).
Kanjin, sailing-ship, 877 tons, 6 guns.
(used as training ship).
Manjia, sailing-ship, 877 tons, 6 guns.
(used as training ship).
Tsukuba, wooden screw steamer, 1,089 tons, 10 guns, 520 h.p., at Edajima.
(used as training ship).
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
(used as a hulk).
Fingei wooden paddle-steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship).

**RIVER STEAMERS, SCHOONERS,
AND LOBCHAS.**
Fathian, British steamer, 1,425, J. Dick, Hongkong, Canton, and Macao Steamboat Co.
Flo-ming, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Hok-long, Chinese steamer, 409 tons, Captain Ho, Canton, Wo & Co.
Tai-on, British steamer, 728, Goblowski, Tai On Steamship Co.
Pak-Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. F. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 141, Morrison, Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 523, Holmes, China Merchant Steam Navigation Co.
Canton and West River.
Lungking, British steamer, 141, J. Lossius, Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chou, Chinese steamer, Ah Yon.
Hongkong and West River.
Saikong, British steamer, 259, Kwong Wan Steamship Co.
Cheung Kong, Y. Kan, 58, Kwong Wan S.S. Co.
Lit, American launch.
Wichow, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co., J. M. & Co, and B. & S.
Samshui, British steamer, Dixon, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

LORCHAS AND SCHOONERS.
Lorchas, 160, Reynolds, Hongkong to Canton, Hung Kurn Sing.

Post Office.
A Mail will close—
For Kobe, Yokohama, San Diego and San Francisco—*Per Ektan King* to-morrow, the 2nd instant, at 11 A.M.
For Shanghai—*Per Foochoon* to-morrow, the 2nd instant, at 11 A.M.
For Singapore, Sourabaya, and Samarang—*Per Kuitang* to-morrow, the 2nd inst., at 11 A.M.
For Singapore, Penang and Calcutta—*Per Catharine Apoor* to-morrow, the 2nd instant, at 2 P.M.
For Shanghai—*Per Iran* to-morrow, the 2nd instant, at 2 P.M.
For Manila—*Per Yuensang* to-morrow, the 2nd instant, at 3 P.M.
For Amoy and Manila—*Per Shuang* to-morrow, the 2nd instant, at 4 P.M.
For Swatow, Amoy and Tamsui—*Per Hailong* on Saturday, the 3rd instant, at 9 A.M.
For Manila—*Per Diamanti* on Saturday, the 3rd instant, at 10 A.M.
For Europe, R.C. India, Y.N. Tuicorin—*Per Clyde* on Saturday, the 3rd inst., at 10.45 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per China* on Saturday, the 3rd instant, at 10.45 A.M.
For Amoy and Penang—*Per Camoria* on Saturday, the 3rd instant, at 11 A.M.
For Shanghai—*Per Chang* on Saturday, the 3rd instant, at 3 P.M.
For Sandakan—*Per Maung* on Wednesday, the 7th instant, at 10 A.M.
For Etyope, R.C. India, via Tuicorin—*Per Bayer* on Wednesday, the 7th inst., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—*Per Kinkia* on Saturday, the 10th instant, at 2 P.M.
For Singapore—*Per Morven* on Saturday, the 10th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—*Per Empress of Japan* on Wednesday, the 14th inst., at 11 A.M.

Printed and Published by The Hongkong Telegraph Company, Limited, at the Government Press, No. 11, Queen's Road Central, in the City of Victoria, Hongkong.